

## Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

      DOTE-00 INR-07 NSAE-00 FAA-00 L-03 SS-15 NSC-05 /052 W

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FM AMEMBASSY LONDON

TO SECSTATE WASHDC 4839

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E.O. 11652: N/A

TAGS: EAIR, UK

SUBJ: CIVAIR - SEABOARD ROUTING PROBLEM

REF: LONDON 14149

1. SEABOARD ADVISES THAT ITS UK LAWYERS WROTE TO UKDOT SEEKING CLARIFICATION AS TO WHAT SERVICES IN CARRIER'S AUGUST 8 SCHEDULE DOT OBJECTED TO. REPLY HAS BEEN RECEIVED STATING, AS EXPECTED, THAT DOT TOOK EXCEPTION TO NEW YORK-LONDON-PARIS-NEW YORK ROUTING "BECAUSE FLIGHT DID NOT LAND AT LONDON ON RETURN FLIGHT TO NEW YORK" BUT ALSO TO FACT THAT SOME OF CARRIER'S SCHEDULES SHOWED SERVICES TO AND FROM BEHIND THE GATEWAY POINTS IN U.S.
2. SEABOARD HAS NOT FILED NEW SCHEDULES WITH DOT AND DOES NOT INTEND TO DO SO UNTIL QUESTION OF ITS PERMANENT PERMITS IS DECIDED. THEREFORE IT IS NOT CLEAR HOW HARD DOT MIGHT PRESS THE BEHIND-THE-GATEWAY ISSUE. THIS IS SUCH AN OLD ISSUE, WE HAD THE IMPRESSION THAT UK WAS PREPARED TO LET THE MATTER RIDE UNTIL THE TWO GOVERNMENTS SAT DOWN TO RENEGOTIATE THE BILATERAL BUT IT IS, OF COURSE, ALWAYS POSSIBLE THAT DOT MIGHT ELECT TO RESURRECT THE ISSUE AS A WAY OF GAINING LEVERAGE IN ADVANCE OF ANY NEGOTIATIONS.

3. IT IS CLEAR FROM EXAMINATION OF SEABOARD'S TEMPORARY PERMITS (WHICH ARE LIKELY SHORTLY TO BE REISSUED AS LIMITED OFFICIAL USE

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PERMANENT ONES) THAT DOT HAS WRITTEN THEM IN SUCH A WAY

AS TO ASSERT CONTROL OVER A NUMBER OF CONTENTIOUS ISSUES WHENEVER IT ELECTS TO DO SO. IN ADDITION TO THE ROUTING AND THE BEHIND-GATEWAY ISSUES, DOT IS IN POSITION ALSO TO TRY TO CONTROL FILING TIMES AND ADVANCE APPROVAL FOR NEW SCHEDULES, "HOLDING OUT" AND AGENCY COMMISSIONS AND "CONDITIONS FOR AGENCY AND AUXILIARY SERVICES".

4. SERIOUS PROBLEM WITH ANY OR ALL OF THESE ISSUES COULD COME TO A HEAD AS EARLY AS THE BEGINNING OF OCTOBER OR ANY TIME THEREAFTER. WE BELIEVE, THEREFORE, THAT IT WOULD BE PRUDENT FOR DEPARTMENT AND OTHER AGENCIES TO TAKE A CLOSE LOOK AT AREAS WHERE BRITISH AIRWAYS MAY BE VULNERABLE TO COUNTERPRESSURES IN THE EVENT WE MUST RESORT TO USING THEM. IN THIS CONNECTION, WE WONDERED WHETHER ARRANGEMENTS WHICH BRITISH AIRWAYS HAS WITH U.S. CARRIERS, FOR INTERLINING BOTH CARGO AND PASSENGERS TO AND FROM U.S. POINTS NOT SERVED BY BRITISH AIRWAYS MIGHT NOT PROVIDE USG WITH USEFUL HANDLE TO COUNTER DOT IN EVENT IT BECOMES TOO AGGRESSIVE IN ASSERTING RESTRICTIVE CONTROLS OVER U.S. AIRLINES. WOULD APPRECIATE DEPARTMENT'S VIEWS ON THIS POSSIBILITY.

RICHARDSON

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## Message Attributes

**Automatic Decaptioning:** X  
**Capture Date:** 01 JAN 1994  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** CIVIL AVIATION, AIR ROUTES, AIRLINES, NEGOTIATIONS  
**Control Number:** n/a  
**Copy:** SINGLE  
**Draft Date:** 17 SEP 1975  
**Decaption Date:** 01 JAN 1960  
**Decaption Note:**  
**Disposition Action:** RELEASED  
**Disposition Approved on Date:**  
**Disposition Authority:** greeneet  
**Disposition Case Number:** n/a  
**Disposition Comment:** 25 YEAR REVIEW  
**Disposition Date:** 28 MAY 2004  
**Disposition Event:**  
**Disposition History:** n/a  
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**Subject:** CIVAIR - SEABOARD ROUTING PROBLEM  
**TAGS:** EAIR, UK, SEABOARD  
**To:** STATE  
**Type:** TE  
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